

# NOTICE OF AVAILABILITY

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## Environmental Assessment - US 69 Bridges Over the Missouri River Platte County, MO and Wyandotte County, KS

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The Missouri Department of Transportation (MoDOT), the Kansas Department of Transportation (KDOT), and the Federal Highway Administration (FHWA) are pleased to announce the availability of the *US 69 Bridges Over the Missouri River Environmental Assessment (EA)*; *Platte County, Missouri and Wyandotte County, Kansas*; Job Number *J4P2279B*. The EA will be available for public review on August 28, 2013. The EA was prepared in accordance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, 23 CFR 771, and regulations of the Council on Environmental Quality, to provide guidance in determining the appropriate actions needed to address the deteriorating bridges.

**Public Review:** Public involvement is considered to be an important component of a successful planning process. An electronic version of the EA and related documents can be found online at [www.modot.org/kansascity](http://www.modot.org/kansascity). Users of the site to review the EA are encouraged to submit comments while it is available for public review. Written comments can be mailed to:

**Mr. Edward Hassinger, Chief Engineer  
Missouri Department of Transportation  
P.O. Box 270  
Jefferson City, MO 65102**

To be included in the project record, all comments must be submitted no later than **October 1, 2013**.

The EA will be available at the Riverside City Hall; the Unified Government of Wyandotte County and Kansas City, Kansas City Hall; Central Branch of the Kansas City (Missouri) Public Library; the Kansas City, Kansas Main Library; the Mid-America Regional Council; MoDOT Kansas City District Office (600 NE Colbern Road, Lee's Summit, Missouri); KDOT Office (700 SW Harrison Street, Topeka, Kansas); and on the MoDOT website at the address noted above. The EA includes a Programmatic Section 4(f) Evaluation of the historic Fairfax and Platte Purchase Bridges and a draft Memorandum of Agreement (MOA) for mitigation of adverse effects to both bridges. If you have any questions concerning this announcement, please contact Ms. Raegan Ball, Program Development Team Leader, FHWA Division Office, 3220 West Edgewood, Suite H, Jefferson City, Missouri 65109; or at (573) 638-2620.

### NOTICE OF LOCATION PUBLIC HEARING

A public hearing concerning the improvement of the US 69 Missouri River crossing will be held on September 17, 2013 from 4 to 7 p.m., at the Riverside Community Center, 4498 NW High Drive, Riverside, Missouri. The hearing will provide an opportunity for the public to learn more about the project and to provide verbal and written comments on the project.

**Proposed Project:** The US 69 bridges over the Missouri River, commonly known as the Fairfax Bridge and Platte Purchase Bridge, were respectively constructed in 1935 and 1957. Both bridges are nearing their useful lives, and the Fairfax Bridge is classified as structurally deficient. The bridges have a number of deficiencies including narrow travel lanes (Fairfax Bridge only), lack of or narrow shoulders, low vertical clearances, and weight limitations, which limit the amount and type of traffic that can use the crossing. As they age, the structural condition of both bridges continues to deteriorate. There are significant repair costs and traffic closures associated with continued maintenance of both bridges. The construction of a two-lane bridge with continued use and rehabilitation of the Platte Purchase Bridge has implications on river hydraulics and flood management. For these reasons, MoDOT and KDOT recommend that the best long-term value for the project is to replace both existing bridges with a new four-lane bridge.

The preferred alternative would replace both bridges with a new four-lane bridge either upstream of the existing Fairfax Bridge or on/near the alignment of the existing bridges. The preferred alternative, Alternative 3, includes three Build Options, depending on the location of the new bridge either upstream of the Fairfax Bridge (Build Option 3A) or on/near the alignment of one or both existing bridges (Build Options 3B1 or 3B2):

- **Build Option 3A** – New 4-lane bridge upstream of the Fairfax Bridge with realignment of Argosy Parkway under the bridge.
- **Build Option 3B1** – New 4-lane bridge on existing bridge alignment and maintain existing Argosy Parkway Loop under the bridge
- **Build Option 3B2** – New 4-lane bridge on existing bridge alignment with realignment of Argosy Parkway under the bridge.

Along one side of the new bridge, a barrier-separated, off-travelway bicycle/pedestrian facility would provide continuity with trail systems on both sides of the river.

The new bridge and roadway approaches would have minimal impacts on wetlands, riparian habitat, and floodplains. Coordination with the US Coast Guard (USCG), US Army Corps of Engineers (USACE), and the Riverside-Quindaro Bend Levee District and Fairfax Drainage District would continue during design to address potential effects of bridge removal and construction on the levees and river navigation.

The project would result in no residential or business displacements and no long-term impacts on water quality, noise, floodplains, natural habitats, or threatened or endangered species. Temporary and short-term effects on water and air quality, noise, and traffic service would occur during construction. A traffic management plan would be developed to address access and establish possible detour routes to be used during construction.

MoDOT, KDOT, and FHWA are pursuing this project under the Design-Build process. Design-Build is a project delivery system used in the construction industry whereby design and construction services are contracted by a single entity known as the design-builder or design-build contractor. For that reason, a corridor has been identified for construction of the project following the Build Options described above. Specific impacts to wetland and floodplain

resources would be determined during design and minimized to the extent practical. At that time, applicable permits would be obtained to allow construction to begin.

It is anticipated that a Nationwide Permit (NWP) #15 will be issued to authorize construction of the bridge, and a NWP #14 will be issued to authorize construction on the roadway approaches. Issuance of the Section 404 permits by the USACE is contingent on obtaining water quality certification issued under Section 401 of the Clean Water Act from the Missouri Department of Natural Resources and Kansas Department of Health and Environment. In addition to the USACE permits, MoDOT will obtain a Section 9 Permit from the USCG to construct the new bridge and to remove the existing bridges prior to initiating demolition and construction. The project will also require no-rise certification and floodplain development permits from the Missouri State Emergency Management Agency, Kansas Department of Agriculture, Wyandotte County/Kansas City, Kansas, and Platte County, Missouri. MoDOT and KDOT will also require the design-build contractor to obtain coverage under existing state general National Pollutant Discharge Elimination System (NPDES) permits and to develop a Stormwater Pollution Prevention Plan for the project. Concerns relating to these regulatory permits should be expressed at this hearing.

All written comments that should be included in the project record must be received by MoDOT at the address noted above no later than October 1, 2013.